SPECIAL AIRWORTHINESS INFORMATION BULLETIN

Aircraft Certification Service
Washington, DC

U.S. Department of Transportation

Federal Aviation Administration

CE-05-62
June 27, 2005

http://www.faa.gov/aircraft/safety/alerts/

This is information only. Recommendations aren't mandatory.

Introduction

This Special Airworthiness Information Bulletin (SAIB) alerts you, owners and operators of **SOCATA - Groupe Aerospatiale (EADS) TBM 700 airplanes**, of excessive wear of the flap actuator drive nut due to grease contamination.

Background

There have been two incidents regarding excessive wear of the flap actuator drive nut on EADS Socata TBM 700 aircraft. The wear, if not detected and corrected, could result in excessive wear of the flap actuator drive nut and result in an asymmetric lift condition with uneven flap deployment.

EADS Socata addressed the issue of excessive wear of the flap actuator drive nut in Mandatory Service Bulletin SB 70-118-27, dated May 2004. The European Aviation Safety Agency (EASA) issued Airworthiness Directive (AD) No. 2004-8063, dated July 27, 2004, and the Direction Générale de l'Aviation Civile (DGAC) issued AD F-2004-0134, dated August 4, 2004, to address this issue.

AD F-2004-134 states as follows:

1. EFFECTIVITY:
EADS SOCATA TBM 700 airplanes, all serial numbers.

2. REASONS:
An excessive wear of the flap inner actuator drive nut increased by grease pollution may lead to an improper play between the actuator threaded rod and the drive nut.

3. MANDATORY ACTIONS AND COMPLIANCE TIME:
The following measures are rendered mandatory from the effective date of this AD:

Within the next 110 flight hours:

3.1. Inner actuators with less than 1200 hours Time in Service:

Clean and lubricate the actuator threaded rod according to the paragraph C of the EADS SOCATA Service Bulletin 70-118-27, then repeat this operation every 110 flight hours.

3.2. Inner actuators with more than 1200 hours Time in Service:

Check the play between the drive nut and the actuator threaded rod according to the paragraphs A & B of the EADS SOCATA Service Bulletin 70-118-27 then repeat this operation every 330 flight hours.

Clean & lubricate the actuator threaded rod according to the paragraph C of the EADS SOCATA Service Bulletin 70-118-27 then repeat this operation every 110 flight hours.

4. REFERENCE PUBLICATION:
Service Bulletin EADS SOCATA No 70-118-27 dated May 2004.

5. EFFECTIVE DATE:
August 14, 2004.

6. REMARKS:
For questions concerning the technical contents of this AD's requirements, contact:

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Or for the United States of America :

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UNITED STATES OF AMERICA
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7. APPROVAL:
This AD is approved under EASA reference No 2004-8063 dated July 27, 2004.

Recommendation

We recommend that you do the following to address excessive wear of the flap actuator drive nut due to grease contamination:

- Inspect and service the flap actuator drive nut in accordance EADS Socata service bulletin, SB70-118-27, dated May 2004.

- If there are any instances of excessive wear of the flap actuator drive nut, report the following:

    - The flap actuator drive nut part number and serial number (if available).
    - The flap actuator drive nut time in service.
    - The aircraft serial number.
    - Send report to: Peter L. Rouse, Aviation Safety Engineer, Small Airplane Directorate; phone: (816) 329-4135; email: peter.rouse@faa.gov

For Further Information Contact

Peter L. Rouse, Aviation Safety Engineer, Small Airplane Directorate; phone: (816) 329-4135; email: peter.rouse@faa.gov